

**Attachment D - Proposed Edits to Draft Bikeway Master Plan as of June 17, 2015**

Number	Page Number	Addition or edit	What should be added/changed?	Why?
1	7	Edit	<p>Add the following paragraph above "Rockville Bicycle Advisory Committee" in Section 2.2:</p> <p align="center">"Rockville Citizens</p> <p>Rockville's citizens have been represented through various stages in the process of developing this Plan, including through several of the committees listed below. Citizens were consulted in the spring of 2014 at various neighborhood associations, as well as at a public open house on April 9 and at public hearings in front of the Planning Commission.</p>	At the recommendation of the West End Citizens Association.
2	8-9	Addition	<p>Add the following paragraphs to the end of Section 2.3 - Public Involvement:</p> <p>"The public is encouraged to remain involved in the development of bikeways after the adoption of this Plan. Residents can become involved with bicycling issues in the City by taking advantage of outreach efforts by staff. By attending future Open House meetings on bicycling in Rockville, submitting requests to the Traffic and Transportation Division for bicycle improvements, or joining the Rockville Bicycle Advisory Committee, residents can help implement the recommendations of this Plan Update.</p> <p>During the implementation phase of individual bikeways projects, questions and concerns will arise in and around the local neighborhoods near the project. To address these concerns, City staff will ensure that affected residents are made aware of proposed bikeways projects and have an opportunity to learn about and comment on the details of project implementation. This outreach will be done through direct mailings, website updates, public meetings, and presentations at local neighborhood association meetings, using the methods deemed appropriate for the project at hand."</p>	At the recommendation of Commissioner Tyner and residents.
3	9	Addition	<p>Add the following bullet points to the list of public involvement activities in Section 2.3:</p> <p align="center">" - Presentations at various neighborhood organizations who requested a presentation from staff. - A public open house held on April 9, 2014.</p>	Adding more detail on public involvement opportunities.
4	10	Correction	Change Policy 4.1 and 4.2 under Objective 3 to Policy 3.1 and 3.2.	Correction
5	11	Correction	Change Policy 3.1, 3.2, 3.3, and 3.4 under Objective 4 to Policy 4.1, 4.2, 4.3, and 4.4.	Correction
6	11	Edit	<p>Change Policy 4.2 under Objective 4 - Safety to read:</p> <p align="center">"Educate all residents, including children, regarding safe bicycling behaviors."</p>	Comment from SHA to focus on all residents, not just children, in safety education.
7	12	Addition	<p>Add the following Policy to Objective 5 - Encouragement:</p> <p align="center">" - Policy 5.5 - Use City platforms to promote bicycling for recreation and transportation."</p>	At the recommendation of SHA to use the City as a promoter of bicycling behaviors.
8	15	Addition	<p>To the section on Bicycle Lanes, add the following language to the end:</p> <p>"... Additionally, the use of physical bicycle lane buffers (painted stripes, bollards, etc.) should be considered to improve bicyclists' comfort..."</p>	To explain what a buffered bike lane means since it is proposed on Maryland Avenue
9	16	Addition	<p>To the section on HAWK Beacons, add the following sentence to the end:</p> <p>"The State of Maryland has allowed few jurisdictions to test these out on a trial basis, and the State has indicated no interest in formally legalizing them."</p>	At the request of SHA.

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10	16	Addition	To the section on Bicycle Signals, add the following sentence to the end:  "The FHWA has given interim approval of the use of bicycle signals, and Alexandria, VA and Washington, DC have used them on an experimental basis."	At the request of SHA.
11	17	Remove	From Table 3.1, remove the following line:  "Azalea Dr. (NB) - Woodley Dr. to Nelson St. - CL - 0.37"	At the request from Regents Square Condominium Association, Woodley Gardens Cooperative, and various individual residents
12	18	Correction	In Table 3.1, on the line for "Gude Dr. (WB)", make the following correction:  "Gude Dr. (WB)" should be changed to "W. Gude Dr."	Correction
13	18	Correction	In Table 3.1, on the lines for Hurley Ave., make the following typographical correction:  "Feather Rock Dr." should be corrected to "Feather Rock Pl."	Correction
14	18	Addition	Add bicycle lane on Park Road from 355 to S. Stonestreet Ave. to table	Bicycle lanes are proposed along Park Road on the recommendations map but were excluded from the table
15	19	Addition	Add shared use path on Thomas St. from its end to shared use path along Rose Petal Way to the table	Connection recommendation from Seth Pollack - a curb cut and < 100-foot section of trail would open up a new connection to bicylists
16	21	Addition	To the section on Bicycle Parking under Section 3.5, add the following information:  "Bicycle parking in Rockville should follow the guidelines set forth in the Rockville Zoning Ordinance and the following guidelines in the AASHTO Guide for the Development of Bicycle Facilities: <ul style="list-style-type: none"> <li>• The “inverted U” bike rack is to be preferred as it is one of the simplest, most effective types of short-term bicycle parking. Other types of bicycle parking can be as effective and should be considered throughout the city, but U-racks provide the simplest and most easily understood type of bicycle parking. <ul style="list-style-type: none"> <li>• Distance to other racks: <ul style="list-style-type: none"> <li>o Rack units aligned end-to-end should be placed a minimum of 96 inches apart.</li> <li>o Rack units aligned side-by-side should be placed a minimum of 36 inches apart.</li> </ul> </li> <li>• Distance from a curb: <ul style="list-style-type: none"> <li>o Racks located perpendicular to a curb should be a minimum of 36 inches from the back of curb.</li> <li>o Racks located parallel to a curb should be a minimum of 24 inches from the back of curb.</li> </ul> </li> <li>• Distance from a wall: <ul style="list-style-type: none"> <li>o Assuming access is needed from both sides, U-racks located perpendicular to a wall should be a minimum of 48 inches from the wall.</li> <li>o Racks located parallel to a wall should be a minimum of 36 inches from the wall."</li> </ul> </li> </ul> </li></ul>	At the request of SHA to provide more information on bicycle parking requirements.
17	21	Addition	Add the following subheading and paragraph to Section 3.5:  "Signal Timing  The City should continue to review signal timing for city-maintained traffic signals to better address the needs of bicyclists and pedestrians. For traffic signals operated by Montgomery County, staff should continue to advocate for signal timing changes where necessary and possible."	Request for signal timing review from Seth Pollack

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18	21	Addition	<p align="center">Add the following subheading and paragraph to Section 3.5:</p> <p align="center">"Intersections</p> <p>When an intersection is to be improved, amenities for bicycles should be analyzed and included if at all possible. A significant portion of the crashes involving bicyclists and motor vehicle drivers occur at intersections. Whenever possible, bicycle facilities should continue through intersections to facilities on both sides to prevent confusion and collisions."</p>	Request from Department of Recreation and Parks
19	24	Addition	<p align="center">Add the following text to the end of the paragraph about the Town Center Master Plan (2001):</p> <p>"The Plan also recommended bike lanes on E. Middle Lane and Beall Avenue during redevelopment, which were added as a result of this Plan."</p>	Adding more detailed information regarding how these plans create projects on the ground.
20	25	Addition	<p align="center">Under the first paragraph of the Enforcement section in Section 4.2, add the following paragraph:</p> <p>"The Maryland State Police and Maryland Department of Transportation jointly produced a Maryland-specific training video for law enforcement officers that has been approved by the Maryland Police Training Commission called "The Law Enforcement Role in Bicycle Safety." All officers with the Rockville Police Department should be encouraged to watch the video, which is available online at <a href="http://ipmba.org/blog/comments/maryland-bicycle-enforcement-training-video">http://ipmba.org/blog/comments/maryland-bicycle-enforcement-training-video</a>."</p>	At the request of SHA to provide more information to the Police Department.
21	27	Addition	<p align="center">Under the first paragraph of the Practices section in Section 4.3, add the following paragraph:</p> <p>"Rockville should also look into further efforts to use advanced bicycle counting technology. Currently, the City uses manual counts twice a year at various intersections throughout the city and annual mechanical counts at two locations along the Millennium Trail. Recent advancements in technology to assist in year-round automated counting of bicyclists can help staff understand a wealth of knowledge regarding bicycle usage in Rockville."</p>	At the request of SHA to encourage the City to use more innovative bicycle counting technology.
22	32	Addition	<p align="center">Add the following text to the end of the section on Sweeping and Snow Removal under Chapter 6:</p> <p>"Additional funds for maintenance should be added to the Department of Recreation and Parks budget for any new shared use paths that are developed as a result of this Plan."</p>	Request from Department of Recreation and Parks